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SOURCE Ugol', No 9, 1950.DONBASS MINE TRANSPORT TO KEEP PACE WITH MODERN MINING METHODS

A. V. Dokukin

Modern mining methods and, in particular, the use of the mining combine have made a thorough reorganization of mine transport essential. The level of mechanization of underground transport in Donbass mines has greatly increased during the past 10 years as shown in the following table:

## Mechanization Level of Underground Transport in Donbass Mines

	1 Jan 41	1 Jun 50
Mechanization level for total haulage extent, %	56.5	93.0
Electric locomotives	45.5	80.5
Conveyers	1.1	2.0
Winches	9.9	10.5

The design of small-sized electric locomotives has been completely altered, and maneuverable, easily operated electric locomotives of the AK-2 type have been produced. The mine car stock is 4.5 times that of 1941 as regards cars with a 1.0-1.2-ton capacity and shows a 20-percent increase for larger cars. At the same time, there has been a 10-percent decrease in the number of mine cars with a capacity less than one ton. As a result of improvements and expansion, the Donbass mine rolling stock has achieved a capacity of 526 tons per 1,000 tons of coal mined as against 395 tons in 1941. At the same time, the number of mine cars running to one mine face has increased from 52 to 63.

In the second half of 1950, 500 Donbass mine faces are to go on a work schedule providing for the completion of a cycle in two shifts, with a third shift devoted to repair and development work. Underground transport must make an important contribution to the success of this work schedule by carrying loads to the surface and by delivering materials and equipment to the mine faces.

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A traction service is necessary to assure proper use and prompt repair of rolling stock and transport machinery employed in underground transport. This should include an electric locomotive depot for current and medium repair of electric locomotives, a charging station for storage battery electric locomotives and a car repair shop doing current, medium and capital repair of mine railroad cars.

In the majority of Donbass mines the railroad network is greatly ramified, in some cases extending as much as 10-20 kilometers. In addition to horizontal railroads there are sloping ones and gradients with horizontal roads in the intermediate haulage drifts. The pithead area of the Donbass mines is a great sorting station where loads of coal or rock arrive every 5-15 minutes and from which empty cars and materials are sent to the areas of operation below.

There should be a special traffic service headed by a deputy of the chief of mine transport. This service should be organized by dispatcher control, the traffic dispatcher to be located at the pithead in a special room equipped with commutators and having telephone connection with all loading and transfer points and with the surface. At present, 122 underground commutators have been installed which make it possible to organize a dispatcher service for underground transport.

A special track service should be organized to keep the tracks and haulage areas in order. This should be headed by a deputy of the chief of mine transport.

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